

REMARKS

The Office Action mailed February 7, 2001 has been reviewed and carefully considered. Claim 6 is cancelled. Claims 1, 4, and 5 have been amended. Claims 1-5 and 7 are pending in this application, with claims 1, 4, and 5 being the only independent claims. Reconsideration of the above-identified application, as herein amended and in view of the following remarks, is respectfully requested.

In the Office Action mailed February 7, 2001, the drawings are objected to as not showing the limitations specified in claim 6. Claim 6 has been canceled. Accordingly, the objection to the drawings should now be withdrawn.

The specification is objected to as failing to provide proper antecedent basis for claims 3 and 6. Claim 6 is canceled and the limitations of claim 3 are incorporated in the specification. Accordingly, it is respectfully requested that the objection to the specification now be withdrawn.

Claim 6 stands rejected under 35 U.S.C. §112, first paragraph. Claim 6 has been canceled. Accordingly, it is respectfully requested that the rejection of claim 6 under 35 U.S.C. §112, first paragraph, be withdrawn.

Claims 1-3 and 7 stand rejected under 35 U.S.C. §102(b) as anticipated by U.S. Patent No. 5,087,229 (Hewko). Claim 7 stands rejected under 35 U.S.C. §103 as unpatentable over Hewko. Claims 4 and 5 were found to contain allowable subject matter and would be allowable if rewritten as independent claims.

Since claims 4 and 5 were found to contain allowable subject matter, each has been rewritten as an independent claim.

Independent claim 1 has been amended and now recites "a shiftable transmission having at least one variable mechanical gear stage." This limitation is disclosed in the original specification on page 6 lines 4-8. The specification has been amended to further clarify that the gear units 2, 3, and the clutches 5, 6 are part of a shiftable transmission.

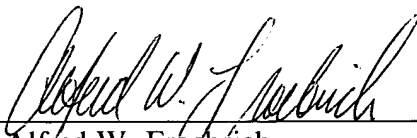
It is respectfully submitted that Hewko fails to disclose a shiftable transmission because the gear disclosed by Hewko has a constant reduction ratio (see col. 3, lines 31-32). Accordingly, independent claim 1 is not anticipated by Hewko. Since Hewko fails to disclose a shiftable transmission, there is no motivation for applying the teachings of Hewko for a drive for a track-laying vehicle having a shiftable transmission as recited in independent claim 1. Accordingly, it is respectfully submitted that independent claim 1 is also allowable over Hewko.

Dependent claims 2, 3, and 7, being dependent on independent claim 1, are allowable over Hewko for at least the same reasons that independent claim 1 is allowable.

The application is now deemed to be in condition for allowance and notice to that effect is solicited.

It is believed that no fees or charges are required at this time in connection with the present application; however, if any fees or charges are required at this time, they may be charged to our Patent and Trademark Office Deposit Account No. 03-2412.

Respectfully submitted,
COHEN, PONTANI, LIEBERMAN & PAVANE

By 
Alfred W. Froeblich
Reg. No. 38,887
551 Fifth Avenue, Suite 1210
New York, New York 10176
(212) 687-2770

Dated: May 7, 2001

VERSION WITH MARKINGS TO SHOW CHANGES MADE

IN THE SPECIFICATION:

On Page 6, please replace the paragraph starting on line 2 with the following:

The basic construction of an exemplary embodiment of a drive according to the invention is shown in Fig. 1. An electric motor 1 drives the ring gear of an epicyclic gear unit 2, which is provided as a reducing fixed stage. The electric motor may be of a type operable to allow brief operation close to a motor cut-off output. The output of epicyclic gear unit 2 is effected via its revolving web, which, with clutch 5 closed and at the same time clutch 6 open, directly drives the output shaft 20 of the drive. By controlled and thus matched opening of the clutch 5 and closing of the clutch 6, the epicyclic gear unit 2 drives the sun gear of an epicyclic gear unit 3. Since this epicyclic gear unit 3, in this set-up, drives the output shaft 20 via its web. A further gear stage is thus connected in which the revolving planet gears are rotatably mounted. Accordingly, the epicyclic gear units 2, 3 and the clutches 5, 6 comprise a shiftable transmission.

IN THE CLAIMS:

Please cancel claim 6, without prejudice.

Amend claims 1, 4 and 5 as follows:

1. (Amended) A drive for track laying vehicles comprising:

an electric traction motor having a rotor;

a shiftable transmission having at least one variable speed mechanical gear stage;

and

at least one brake;

wherein at least one of said gear stage and said brake are arranged inside the rotor of the electric motor and the other of said gear stage and said brake are arranged laterally outside the electric motor so as to be arranged coaxially therewith and in substantially the same plane.

4. (Amended) A [The] drive [in accordance with claim 1, further comprising:] for track laying vehicles comprising:

an electric traction motor having a rotor;

at least one brake;

a first epicyclic gear unit acting as a fixed stage;

a second epicyclic gear unit driven by said first epicyclic gear unit; and

a plurality of multiple-disc clutches operably connected to said second epicyclic gear and having an output shaft operably connected with said at least one brake;

wherein said electric traction motor comprises an external-rotor motor, and wherein one of said first and second epicyclic gears and one of said plurality of multiple-disc clutches are arranged one behind the other in an interior region of the external-rotor motor, and the other of said first and second epicyclic gears and another of said plurality of multiple-disc clutches are arranged to lie outside the external-rotor motor coaxially in a plane with said at least one brake in a radial direction from said external-rotor motor.

5. (Amended) A [The] drive [in accordance with claim 1, further comprising] for track laying vehicles comprising:

an electric traction motor having a rotor;

at least one brake;

a plurality of gear stages, and a plurality of clutches, wherein at least one gear stage and at least one clutch are arranged in an interior of the electric motor, and wherein at least another of said gear stages and said clutches in addition to said at least one brake are arranged coaxially with respect to each other and in the same plane outside said electric motor.